

Chapter 3 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

3.0 Introduction

The proposed project is subject to both state and federal environmental review requirements. Project documentation has been prepared in compliance with CEQA and NEPA. Federal responsibility for environmental review, consultation, and any other actions required in accordance with NEPA and other applicable federal laws for this project that used to be administered by FHWA is being carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327. Caltrans is the lead agency under both CEQA and NEPA for the proposed project.

Analysis of each environmental factor in this Final EIR/EIS includes discussion of the affected environment; environmental consequences, including construction impacts, permanent impacts, cumulative impacts, and, in some cases, indirect impacts; and avoidance, minimization, and mitigation measures for each project alternative, including the No Build Alternative and three build alternatives. The environmental conditions existing in 2009, when the NOP was issued and when the traffic counts were conducted, serve as the basis for impact analysis for each alternative evaluated in this Final EIR/EIS.

Per NEPA regulations (40 CFR 1508.27), significance is based on context and intensity. The magnitude of the impact is evaluated, and no judgment of its significance is made in the document. Usage of the term “significance” in this document is made pursuant to CEQA only, and the evaluation of environmental factors pursuant to CEQA significance thresholds is confined to Chapter 4 CEQA Evaluation, and Appendix A CEQA Checklist. Each section in Chapter 3 discusses the context and intensity of environmental impacts and mitigation measures, as required by NEPA.

Analysis for cumulative and indirect effects of the proposed project was completed consistent with the Caltrans adopted guidance for Preparers of Cumulative Impact Analysis (http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm), Caltrans adopted guidance for Preparers of Growth-Related, Indirect Impact Analyses (http://www.dot.ca.gov/ser/Growth-related IndirectImpactAnalysis/gri_guidance.htm), the Council on Environmental Quality (CEQ) handbook entitled *Considering Cumulative Effects under the National Environmental Policy Act*

(CEQ, 1997), and the FHWA position paper entitled *Secondary and Cumulative Impact Assessment in the Highway Project Development Process* (FHWA, 1992). Three major steps, which are parallel with the environmental impact assessment process, were used in analyzing cumulative effects. These consist of (1) scoping, (2) defining the affected environment, and (3) determining the environmental consequences.

Resources Considered but Determined to not be Relevant

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

- ***Coastal Zone.*** The project site is not located within the designated coastal zone area.
- ***Wild and Scenic Rivers.*** There are no State or federally designated or candidate rivers within the project area (National and Wild Scenic Rivers, 2010).

3.1 Human Environment

3.1.1 Land Use

This section discusses impacts to land use as a result of implementation of the proposed project. The analysis is based on the results of the Community Impact Assessment (August 2011) prepared for this project. The discussions in this section related to land use are provided in the following three subsections:

- Existing and Future Land Uses
- Consistency with State, Regional, and Local Plans and Programs
- Parks and Recreational Facilities

3.1.1.1 Existing and Future Land Use

The project study area is located within an extensively urbanized area of Orange County with few vacant or undeveloped parcels of land. Eight municipalities are responsible for land use and zoning oversight within the project study area and include the cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Westminster, Seal Beach, and the County of Orange unincorporated community of Rossmoor. The dominant land uses within the project study area include low- and medium-density residential (i.e., single- and multiple-family), commercial (i.e., neighborhood and regional), institutional (i.e., government and schools), light industrial (i.e., general manufacturing), and agricultural (i.e., row crops). Existing land uses within the project corridor are shown in Figures 3.1.1-1 through 3.1.1-3.

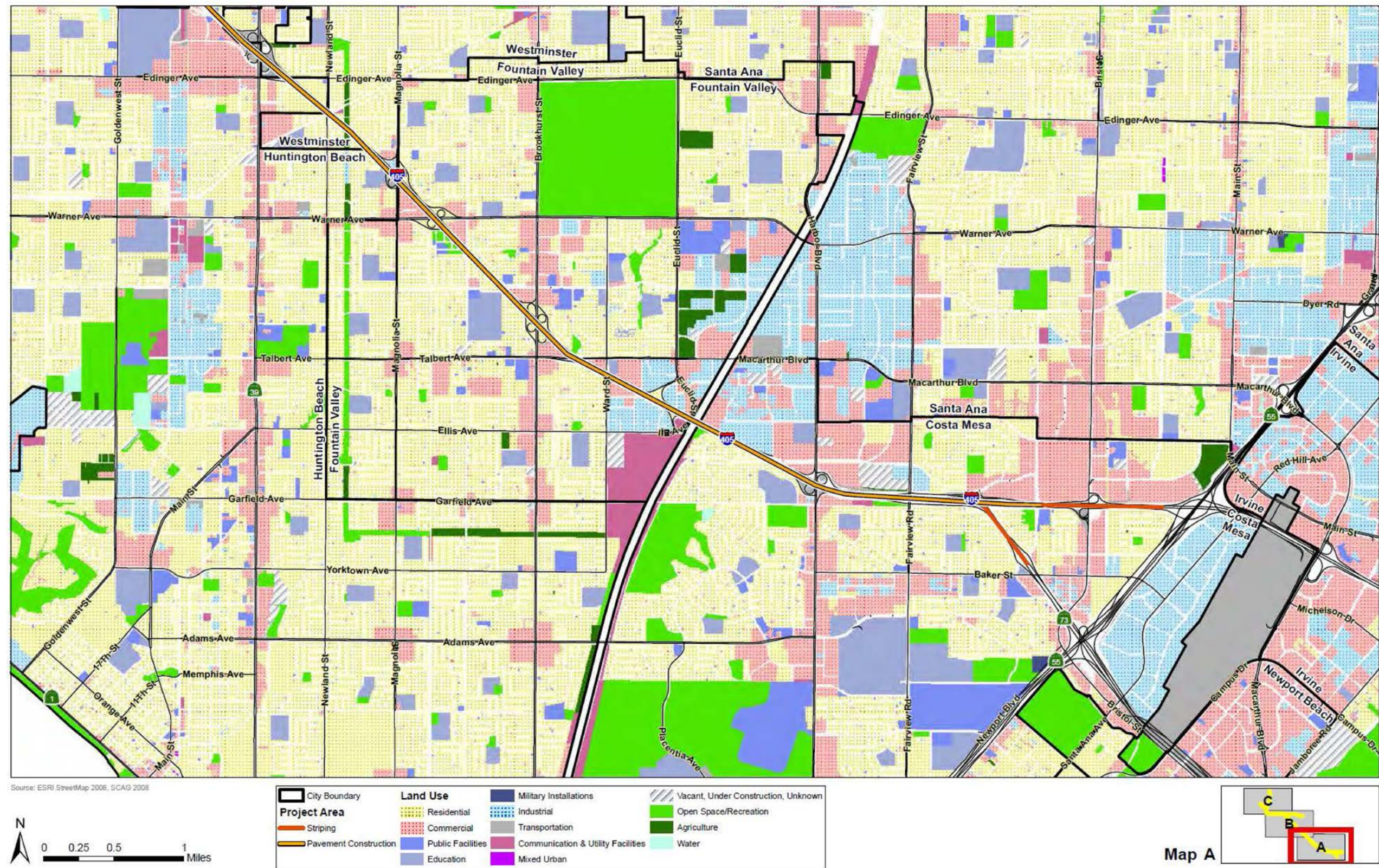


Figure 3.1.1-1: Existing Land Uses Contained within the I-405 Corridor

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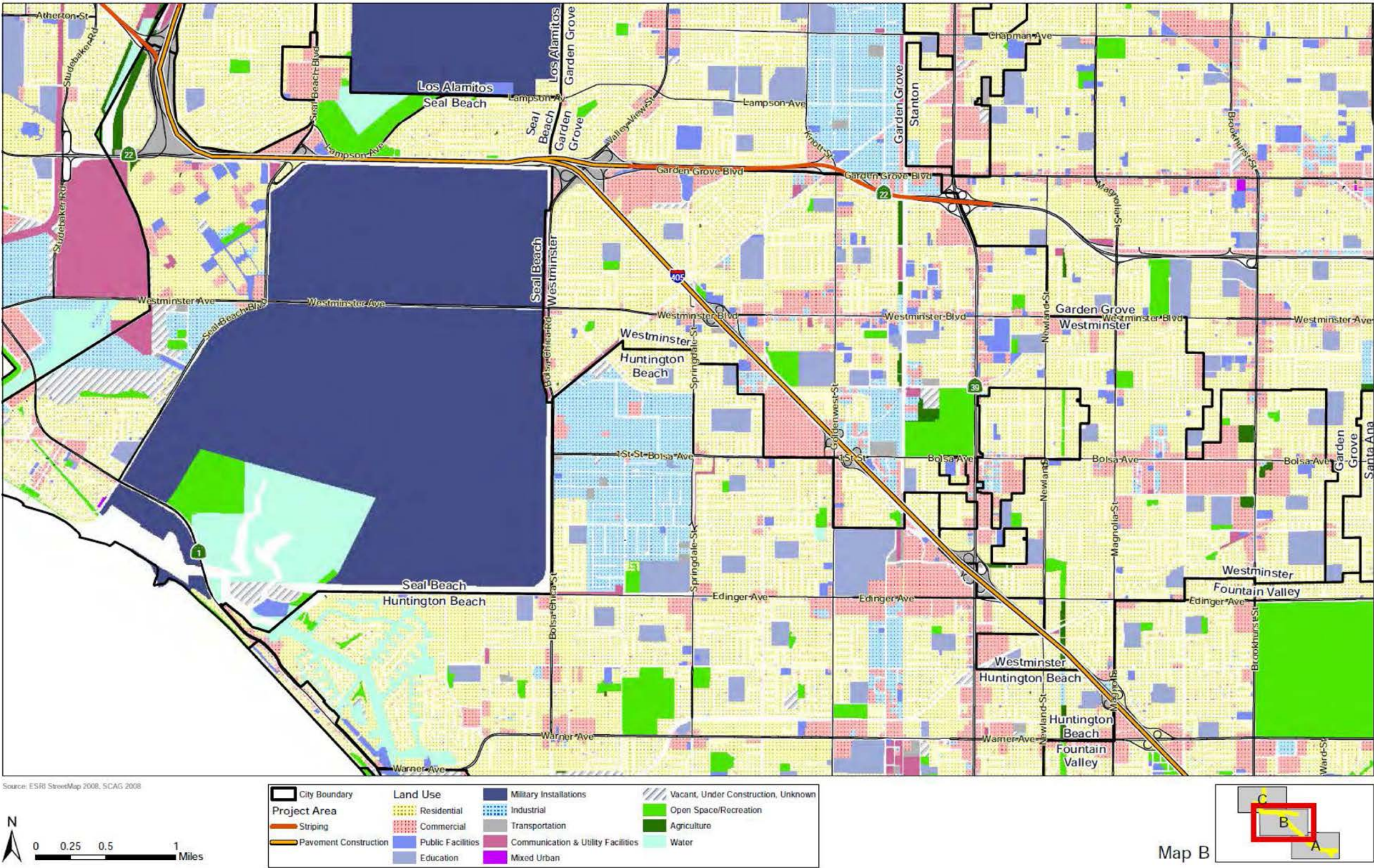


Figure 3.1.1-2: Existing Land Uses Contained within the I-405 Corridor

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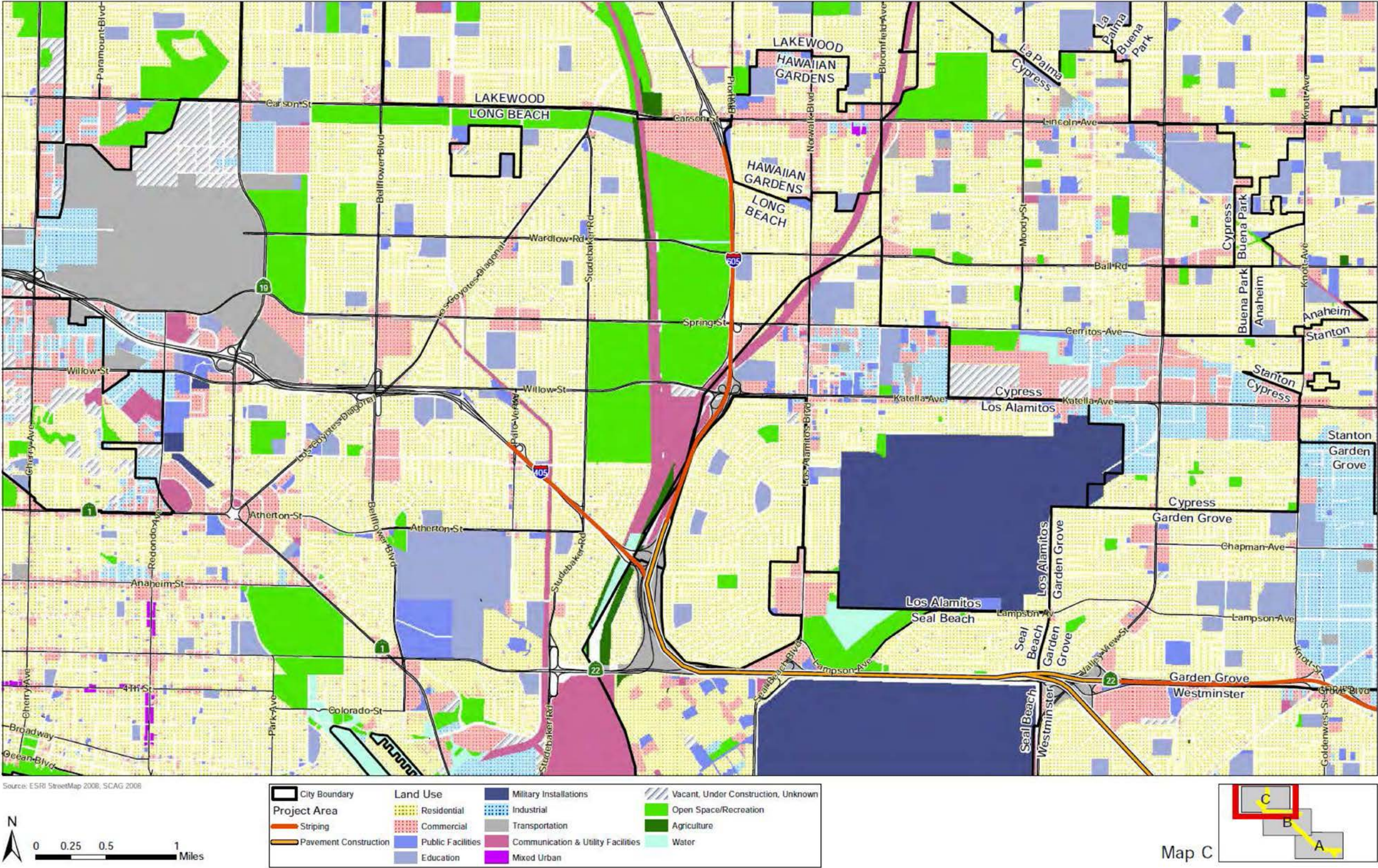


Figure 3.1.1-3: Existing Land Uses Contained within the I-405 Corridor

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Future land uses are identified in the respective General Plan of the jurisdictions in which they are located; however, because the study area contains few remaining vacant or undeveloped parcels, many of the land uses shown in Figures 3.1.1-1 through 3.1.1-3 are representative of the existing General Plan land use designations for these parcels. As noted in Table 3.6-1, most of the reasonably foreseeable projects are primarily transportation improvements, with the remainder comprised of mixed-use (e.g., commercial and residential) developments. These proposed projects are planned within existing developed or vacant parcels, many of which require General Plan Amendments or include phased developments necessitating a Master or Specific Plans or are part of a redevelopment area (discussed below). These proposed developments are planned within areas that are considered compatible to existing land uses (e.g., residential, commercial, transportation).

Development Trends

The area along the I-405 corridor under study is fully developed. Most planned development projects include reuse or redevelopment of existing land uses (see Table 3.6-1). Within some project study area communities, parcels have been identified for specific development proposals or are within a Community Redevelopment Area.

3.1.1.1.1 Land Use Plans and Zoning

Various types of plans guide development within the project study area. These include General Plans, Redevelopment Plans, Specific Plans, and Master Plans. A General Plan is a comprehensive policy document that defines the type, amount, and location of future growth within a community. Each local jurisdiction is required to have an adopted General Plan.

In addition to General Plans, many local jurisdictions' redevelopment agencies have established Redevelopment Plans that further guide and promote the development of certain areas. Specific and Master Plans are also policy documents that are utilized within the framework of a General Plan or Redevelopment Plan to provide greater guidance and detail for specific development proposals.

The Orange County Master Plan of Arterial Highways (MPAH) was initially established in 1956 and is continuously updated to reflect changing development and traffic patterns. The MPAH establishes a countywide roadway network intended to ensure coordinated transportation system development among local jurisdictions in Orange County. OCTA is responsible for administering the MPAH, including the review and approval of amendments requested by local agencies. The main purpose of the MPAH is to describe an arterial highway system that effectively serves existing and adopted future land uses in incorporated and unincorporated areas of Orange County (OCTA 2009 and 2007).

The following is a discussion of general plan goals, zoning designations and agency plans applicable to the project study area. The discussion is organized by local jurisdiction, starting from the southern limit of the project at SR-73, extending north along I-405 to the project's northern limit at I-605. It should be noted that the generalized land use categories are based upon land use data obtained from SCAG and in certain instances may not reflect parcel-specific information contained within the jurisdictional General Plans.

City of Costa Mesa

General Plan

The City of Costa Mesa General Plan was adopted in 2002. The Land Use and Circulation Elements of the City of Costa Mesa General Plan provide the following goals, policies, or objectives relevant to this project:

- Objective LU1B: Ensure the long-term productivity and viability of the community's economic base.
- LU1C.6: Provide assistance to neighborhoods with excessive noise impacts, such as walls for noise attenuation, development of landscaped greenbelts, etc.
- Objective LU1E: Ensure correlation between buildout of the General Plan Land Use Plan and the Master Plan of Highways.
- LU1F.1: Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.
- GOAL CIR-1: Provide for a balanced, uncongested, safe, and energy-efficient transportation system, incorporating all feasible modes of transportation.
- CIR-1A.12: Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard LOS no worse than "D" at all intersections under State or joint control. Intersection LOS analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council.
- CIR-1A.14: Reduce or eliminate intrusion of commuter through traffic on local streets in residential neighborhoods.
- CIR-1A.19: Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.
- Objective CIR-2A: To coordinate efforts with other regional agencies and pursue operational improvements towards enhancing the capacity of the system of freeways and arterial highways in the City.

- Objective CIR-2B: To promote the use of high-occupancy vehicular modes of transportation in and through the City.

Redevelopment Plan

The City of Costa Mesa does not have any redevelopment plans within the project study area (City of Costa Mesa Redevelopment Agency 2010).

Zoning

The southern terminus of the proposed project is located within Costa Mesa. Low- and medium-density residential and institutional land uses dominate the south side of I-405, while light industrial and commercial uses are found immediately to the north (City of Costa Mesa 2004); however, an approximately 200-acre parcel currently in agricultural use is located immediately north of I-405 between Fairview Road and Susan Street.

City of Fountain Valley

General Plan

The City of Fountain Valley General Plan was adopted in 1995. The Land Use and Circulation Elements of the City of Fountain Valley General Plan provide the following goals, policies, or objectives relevant to this project:

- Policy 2.5.1: Protect and enhance existing well-maintained neighborhood areas.
- Goal 3.1: Provide a transportation system that supports the Land Use Element of the General Plan and facilitates the safe and efficient movement of people and goods throughout the City of Fountain Valley.
- Goal 3.4: Support development of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the City.
- Goal 3.4.4: Support the addition of capacity and noise mitigation improvements such as HOV lanes, GP lanes, auxiliary lanes, and noise barriers to the San Diego Freeway (I-405).
- Goal 3.5.1: Pursue TSM strategies that can maximize vehicle occupancy and minimize average trip length.
- Goal 3.5.6: Encourage the use of multiple occupancy vehicle programs for shopping and other uses to reduce midday traffic.

Redevelopment Plan

The Fountain Valley Agency for Community Development is responsible for redevelopment within the City of Fountain Valley. The project study area is located within the Industrial Area Redevelopment Project Area. This 498-acre industrial area is located adjacent to I-405 and is comprised of industrial uses (32 percent); light manufacturing, research and development, retail, and office (54 percent); and vacant land (14 percent). There are no applicable goals, policies, or objectives relevant to this project (Fountain Valley Agency for Community Development 2005).

Zoning

A mix of residential, commercial, and light industrial land uses are prevalent along both sides of I-405 within Fountain Valley.

City of Garden Grove

General Plan

The City of Garden Grove General Plan was adopted in 2008. The Land Use and Circulation Elements of the City of Garden Grove General Plan provide the following goals, policies, or objectives relevant to this project:

- Policy LU-2.3: Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.
- Goal CIR-1 A: Transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost efficiency of maintenance, and the quality of the City's environment.
- CIR-IMP-2B: Coordinate concept design, final engineering, and construction of improvements with Caltrans to provide for the standard of LOS D or better operations at intersections under the control of Caltrans.
- Goal CIR-3: Minimize intrusion of commuter traffic on local streets through residential neighborhoods.
- CIR-IMP-5B: Encourage the creation of programs such as TSM, public transit, carpools/vanpools, ride-match, bicycling, and other alternatives to the energy-inefficient use of vehicles.
- Goal CIR-11: Continue compliance with regional congestion management, transportation demand, traffic improvement, air quality management, and growth management programs.

Redevelopment Plan

The Garden Grove Agency for Community Development does not have any redevelopment plans within the project study area (Garden Grove Agency for Community Development 2010).

Zoning

Residential is the predominant land use located within Garden Grove adjacent to improvements proposed for this project (City of Garden Grove 2010a).

City of Huntington Beach

General Plan

The City of Huntington Beach General Plan was adopted in 1996. The Land Use and Circulation Elements of the City of Huntington Beach General Plan provide the following goals, policies, or objectives relevant to this project:

- LU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.
- I-LU 20: Continue to coordinate with: b. Caltrans, OCTA, and County of Orange Traffic Planning Division for regional transportation (I-405, Pacific Coast Highway, Beach Boulevard, and Southern Pacific Railroad) and public transit issues.
- Objective – CE 1.3: Provide a circulation/transportation system which enhances and minimizes response time needed for emergency vehicles.
- Policy – CE 2.2: Minimize, to the greatest extent feasible, "by-pass" or "through" traffic that intrudes into residential neighborhoods.
- Objective – CE 3.1: Increase the mass transit opportunities available to Huntington Beach residents in order to reduce traffic impacts on streets and highways and improve air quality.

Specific Plan

North Huntington Center (Specific Plan Area 1). This specific plan permits construction of mixed uses (i.e., commercial and residential) within the area bounded by McFadden Avenue to the north, I-405 to the east, Center Avenue to the south, and Southern Pacific Railroad to the west (approximately 25 acres). The specific plan was adopted in 1975 and is now largely built out. No new development projects are currently planned for the site (City of Huntington Beach Planning Department 2010). The North Huntington Center Specific Plan site is located immediately south and adjacent to I-405.

Redevelopment Plan

The City of Huntington Beach contains one redevelopment district within the project study area. The Huntington Beach Redevelopment Project, Subarea 1 (formerly the Huntington Center Commercial District Redevelopment Project) was established via Ordinance No. 2743 and adopted by the City Council on November 26, 1984. The Huntington Center Commercial District Redevelopment Project encompasses approximately 160 acres of retail and office commercial uses and is located in the vicinity of Edinger Avenue, Beach Boulevard, and I-405. The Huntington Center Commercial District Project Area includes the 960,000-square-foot Bella Terra mall (Redevelopment Agency of the City of Huntington Beach 2002), as well as Costco and other Bella Terra mixed-use developments. This redevelopment subarea is located immediately south of and adjacent to I-405.

The redevelopment policy relevant to this project includes the improvement of public facilities and public infrastructure.

Zoning

Residential and commercial are predominant land uses along I-405 within Huntington Beach (City of Huntington Beach 2008).

City of Los Alamitos

General Plan

The City of Los Alamitos General Plan was adopted in 2000. The General Plan's Land Use and Circulation and Transportation Element provide the following goals, policies, or objectives relevant to this project:

- 5-1.4: Cooperate with neighboring cities, Caltrans, and OCTA in making mutually beneficial transportation improvements.
- 5-2.1: Protect and preserve residential neighborhoods from the intrusion of cut-through traffic.
- 5-4.3: Support alternatives to single-occupancy vehicle use.

Redevelopment Plan

The City of Los Alamitos does not have any redevelopment plans within the project study area.

Zoning

Open space, commercial, and light industrial are predominant land uses along I-605 within Los Alamitos (City of Los Alamitos 2000).

City of Westminster

General Plan

The City of Westminster General Plan was adopted in 1996. The General Plan's Land Use and Circulation Elements provide the following goals, policies, or objectives relevant to this project:

- Policy IIA1-12: Maintain and enhance public properties, parks, and roadways.
- Policy IVA2-5: Monitor and assess circulation plans of Caltrans, Orange County, and adjacent local agencies to ensure compatibility across jurisdictional boundaries.
- Policy IVA7-1: Ensure that the City's designated truck routes provide efficient access to and from I-405 and SR-22.
- Policy IVA8-1: Cooperate, to the fullest extent possible, with state, county, and regional planning agencies responsible for planning, maintaining, and implementing circulation improvements to ensure coordinated and efficient development of the entire region.
- Policy IVA9-1: Coordinate with Caltrans, and all other appropriate jurisdictions, to evaluate and implement all feasible freeway crossing and access improvements.

Redevelopment Plan

The City of Westminster is responsible for redevelopment within Westminster. The project study area is located within the redevelopment areas Amendments 1, 2, 4, and 5 (City of Westminster 2010b).

There are no applicable Westminster Redevelopment Agency redevelopment policies applicable to the proposed project.

Zoning

Residential and commercial land uses dominate the north and south sides of I-405 within Westminster, although light industrial and institutional are also present (City of Westminster 2010a).

City of Seal Beach

General Plan

The City of Seal Beach General Plan was adopted in 2003 (City of Seal Beach 2004). The project study area is located adjacent to the City's Planning Areas 3 (Leisure World), 4 (College Park), and 5 (NAVWPNSTA Seal Beach, Wetlands and Wildlife Refuge).

The General Plan's Circulation Element of the City of Seal Beach General Plan provides the following goals, policies, or objectives relevant to this project:

- Monitor and participate in applicable county, regional, state, and federal transportation plans and proposals.
- Provide a circulation/transportation system that enhances and minimizes response time needed for emergency vehicles.
- Improve access to and across I-405.
- Support the addition of capacity and noise mitigation improvements such as HOV lanes, GP lanes, auxiliary lanes, and noise barriers to I-405.

Redevelopment Plan

The City of Seal Beach does not have any redevelopment plans within the project study area.

Zoning

Agriculture, military installation (NAVWPNSTA Seal Beach), and residential land uses predominate along this segment of I-405 within Seal Beach, although open space (i.e., golf course) and commercial are also present (City of Seal Beach 2003).

County of Orange

General Plan

The Orange County General Plan was adopted in 2005. It is the County's blueprint for growth and development. While the General Plan primarily focuses on the unincorporated area, it also addresses regional services and facilities provided by the County, such as regional parks, roads, flood control facilities, and other services.

The Land Use and Circulation Elements of the Orange County General Plan provide the following goals, policies, or objectives relevant to this project:

- To plan an integrated land use and transportation system that accommodates travel demand.
- Coordinate with the following transportation planning agencies: Caltrans, OCTA, the Transportation Corridor Agencies, and Orange County cities on various studies relating to freeway, tollway, and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system.
- Work with adjacent jurisdictions to cooperatively implement needed measures that would provide HOV lanes, emergency lanes or additional travel lanes, necessary channelization, and/or bicycle lanes whenever warranted and feasible.

Redevelopment Plan

The County of Orange does not have any redevelopment plans within the project study area.

Zoning

Land uses along this portion of I-405 located within the unincorporated Orange County community of Rossmoor are entirely residential (County of Orange 2005).

Orange County Transportation Authority

2006 Long-Range Transportation Plan (LRTP)

OCTA is a multimodal transportation agency that began in 1991 with the consolidation of 7 separate agencies. It is governed by an 18-member Board of Directors consisting of 5 county supervisors, 10 city members, 2 public members, and the Director of Caltrans of Transportation District 12 as a nonvoting member. OCTA serves Orange County residents and travelers by providing countywide bus and paratransit service; Metrolink rail service; the 91 Express Lanes; freeway, street, and road improvement projects; motorist aid services; and by regulating taxi operations.

New Directions is an LRTP developed by OCTA and is designed to address the County's transportation services. The LRTP lays out three overarching goals: improve mobility; protect transportation resources; and enhance the quality of life. It also outlines performance measures by which progress towards these goals can be measured and mechanisms to refine the implementation strategies.

OCTA's LRTP provides the following goals, policies, or objectives relevant to this project:

- Improve mobility:
 - Offer safe and reliable choices
 - Provide an accessible transportation network
 - Minimize congestion
 - Develop an integrated transportation network
- Protect transportation resources:
 - Use the existing transportation network efficiently
 - Maintain our infrastructure
 - Promote cost-effective and multimodal solutions
 - Explore creative solutions
- Enhance the quality of life:
 - Promote coordinated transportation and land use planning

- Minimize community impacts
- Support economic growth
- Protect the environment

OCTA Bikeways Master Plan

OCTA adopted the 2009 Commuter Bikeways Strategic Plan (CBSP) on May 22, 2009. The plan was originally written in 1995 and is intended to create a comprehensive blueprint of the existing bikeways in the county, as well as propose new facilities to complete a network of bikeways. The 2009 CBSP is provided to the cities and the County to adopt, if they so choose.

The CBSP is a regional planning document that identifies existing and proposed bikeways in Orange County. Through the cooperation of the cities and the County, an inventory was taken of existing bikeways, and priorities for new bikeways were identified. Prioritization of the proposed bikeways, as identified in the plan, was based on several factors, including input from local jurisdictions and the public, as well as connectivity to transit and regional destinations.

In addition to analysis of existing and proposed bikeways, the CBSP also contains information regarding several aspects of bicycle commuting. The CBSP provides information on bicycle amenities, such as bike lockers, parking, signage, and trail markings. It also includes discussion of safety and education programs, innovative roadway markings, bikeway fundamentals, and funding sources.

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization (MPO) for six southern California counties, including Imperial, Orange, Riverside, San Bernardino, Ventura, and Los Angeles. As such, it is responsible for preparing the Regional Transportation Plan (RTP), which provides the framework for all transportation system improvements planned for its jurisdiction. The RTP is one of several inputs used to develop the Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP).

The proposed project descriptions were updated in the 2012 Regional Transportation Plan (RTP) and 2015 Federal Transportation Improvement Program (FTIP) as listed below:

- 2012 RTP: (ORA030605) “Add 1 MF lane in each direction, and additional capital improvements (by 2022); convert existing HOV to HOT, add 1 additional HOT lane each direction (by 2035)”

- 2015 FTIP: (ORA030605) “I-405 FROM SR-73 TO I-605. Add 1 MF lane in each direction, and additional capital improvements. Combined with ORA045, ORA151, ORA100507 and ORA120310.”
- 2015 FTIP: (ORA030605A) “I-405 from SR-73 to I-605. Convert existing HOV to HOT. Add 1 additional HOT lane each direction (by 2035).”

SCAG also conducts intergovernmental reviews of regionally significant projects. The proposed project has been identified as a Regionally Significant Project (SCAG 2010); therefore, many of SCAG’s regional planning goals, objectives, or policies, as embodied in the RTP and Compass Growth Visioning Plan (CGVP) may be relevant to the proposed project.

Regional Transportation Plan

The 2012 RTP presents the transportation vision for the SCAG region through the year 2035 and provides a long-term investment framework for addressing the region’s transportation and related challenges. The RTP is the culmination of a multi-year effort focusing on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land use decisions and transportation investments, and strategic expansion of the system to accommodate future growth. The following goals and policies contained within the RTP are relevant to the proposed project:

Goals

- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment, improve air quality, and promote energy efficiency

Policies

- Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators.
- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged.

Compass Growth Visioning Plan

The CGVP has been established to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. The following “Regional Growth Principles” and strategies are relevant to this proposed project:

- Principle 1: Improve mobility for all residents.
 - GV P1.1: Encourage transportation investments and land use decisions that are mutually supportive.
 - GV P1.4: Promote a variety of travel choices.
- Principle 3: Enable prosperity for all people.
 - GV P3.3: Ensure environmental justice regardless of race, ethnicity, or income class.
- Principle 4: Promote sustainability for future generations.
 - GV P4.3: Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution, and significantly reduce waste.

3.1.1.2 Environmental Consequences

Land use impacts would occur if the proposed project effects would conflict either with General Plan land use designations or zoning, or with applicable environmental plans and policies.

Permanent Impacts

No Build Alternative

Under the No Build Alternative, no improvements would be made to the I-405 corridor within the project limits. Freeway striping and lane configurations would be unchanged, no ROW acquisitions would be required, and no intersection improvements would be undertaken. Traffic conditions would continue to deteriorate over time. This alternative would be inconsistent with many regional and local planning goals and policies (e.g., cut-through traffic within neighborhoods located adjacent to I-405 during congested conditions, noise attenuation via the construction of soundwalls, enhanced roadway and freeway operations). The No Build Alternative, therefore, could result in adverse impacts related to land use.

Alternative 1

Improvements along I-405 under Alternative 1 would occur mostly within the existing Caltrans ROW and would primarily require partial acquisitions of residential and commercial land uses. Overall, this alternative would convert approximately 3.62 acres of other land uses to transportation. Improvements to adjacent intersections and roadways would extend beyond the

existing I-405 ROW, affecting 91 public and privately owned parcels, with partial acquisitions ranging from less than 1 square foot to 30,000 square feet (approximately 0.7-acre). Nearly all of these parcels would result in conversion of existing residential and commercial land uses to transportation. These encroachments would not preclude continued activities on the affected sites, and they are not anticipated to shift existing land uses within the area.

The Draft EIR/EIS identified three commercial establishments located on three parcels (Sports Authority [APN 143-301-39]; Days Inn & Suites [APN 143-301-34]; Fountain Valley Skating Center [APN 143-301-33]) within Fountain Valley near the intersection of I-405 and Warner Avenue subject to full acquisition and one commercial establishment, Boomers (4 of 5 parcels) subject to partial acquisition as a result of the braided ramps that were being considered at this location. Due to significant comments that were received during the Draft EIR/EIS and Supplemental Draft EIR/EIS regarding the braided ramps, the Northbound and Southbound Magnolia and Warner Braided Ramps were eliminated. As a result, a design option was proposed at the Southbound Interchange and the three businesses that were previously identified as full acquisitions will no longer be acquired; however, the partial acquisition at Boomers with minor modifications is still proposed. In addition, no residential relocations would be required. This alternative would also be consistent with the goals, objectives, and policies of the general plans and regional plans.

Alternative 1 is expected to improve traffic conditions on I-405 and improve travel and speed. In addition, it is expected to reduce the level of cut-through traffic within adjacent jurisdictions for motorists seeking alternative travel routes; therefore, Alternative 1 is consistent with the goals, objectives, and policies of all surrounding communities' General Plans, which generally call for improved traffic conditions on I-405 and a reduction in cut-through traffic. Furthermore, it is expected to have a beneficial effect on all surrounding communities and their respective General Plans because it improves mobility and reduces congestion. This alternative would follow the goals and policies for the County of Orange, OCTA, SCAG, and Cities of Costa Mesa, Fountain Valley, Garden Grove, Huntington Beach, Los Alamitos, Westminster, and Seal Beach. Table 3.1.1-1 provides an evaluation of the proposed project's consistency with the adopted goals, policies, or objectives of relevant local and regional planning documents previously described above. This alternative is consistent with the 2015 FTIP.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
City of Costa Mesa	
Objective LU1B: Ensure the long-term productivity and viability of the community's economic base.	<u>Consistent.</u> Build alternatives would increase accessibility to commercial corridors by adding capacity and reducing commute times.
LU1C.6: Provide assistance to neighborhoods with excessive noise impacts, such as walls for sound attenuation, development of landscaped greenbelts, etc.	<u>Consistent.</u> Build alternatives would include the construction of soundwalls to address potential noise impacts that could result with its implementation. Similarly, landscaping would also be installed within designated locations along the ROW, as determined necessary by the Landscaping Plan.
Objective LU1E: Ensure correlation between buildout of the General Plan Land Use Plan Map and the Master Plan of Highways.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system, thereby reducing commute times, which may facilitate land use planning, especially as it relates to new residential and commercial land uses because new residents and shoppers may be attracted to these locations due to increased mobility.
LU1F.1: Protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities.	<u>Consistent.</u> Build alternatives would not require residential relocation.
GOAL CIR-1: It is the goal of the City of Costa Mesa to provide for a balanced, uncongested, safe, and energy-efficient transportation system, incorporating all feasible modes of transportation.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. They may also reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic for local residents. This would result in a direct reduction in vehicle miles traveled (VMT).
CIR-1A.12: Cooperate with adjacent jurisdictions to maintain or improve mobility within the City to achieve a standard LOS no worse than "D" at all intersections under State or joint control. Intersection LOS analyses for General Plan conditions for locations under State or joint control shall be updated periodically and presented to City Council.	<u>Partially Consistent.</u> Build alternatives would improve traffic flow along the 16-mile stretch of the I-405 corridor. However, due to normal regional growth, an anticipated improvement to LOS D or better during peak periods will not be attained. Build alternatives would also provide improvements at the Fairview Road and Harbor Boulevard interchanges at which most intersections are forecast to operate at LOS D or better; however, some intersections would operate at LOS F under the No Build Alternative and build alternatives.
CIR-1A.14: Reduce or eliminate intrusion of commuter through traffic on local streets in residential neighborhoods.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. They may also reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic for local residents.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
CIR-1A.19: Minimize circulation improvements that will necessitate the taking of private property on existing developed properties.	<u>Consistent.</u> Build alternatives would not require business relocations within the city of Costa Mesa. No full acquisition of residential property is anticipated.
Objective CIR-2A: To coordinate efforts with other regional agencies and pursue operational improvements towards enhancing the capacity of the system of freeways and arterial highways in the City.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. They may also reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic on arterial highways in the city.
Objective CIR-2B: To promote the use of high-occupancy vehicular modes of transportation in and through the City.	<u>Partially Consistent.</u> Alternatives 1 and 2 would maintain the existing HOV lanes. Alternative 3 would provide free or discounted Express Lane travel to HOVs with 3 or more occupants and transit vehicles and guarantee those vehicles high-speed travel in the corridor.
City of Fountain Valley	
Policy 2.5.1: Protect and enhance existing well-maintained neighborhood areas.	<u>Consistent.</u> Build alternatives do not include modifications that could lead to deterioration of a residential neighborhood. Proposed improvements would largely take place within the existing I-405 ROW, although some partial acquisitions of residential property may be required. Improvements (e.g., soundwalls, auxiliary lanes, overcrossings) would be similar in nature to those currently in place along the existing freeway.
Goal 3.1: Provide a transportation system that supports the Land Use Element of the General Plan and facilitates the safe and efficient movement of people and goods throughout the City of Fountain Valley.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. Reduced commute times may facilitate land use planning, especially as it relates to new residential and commercial land uses because residents and shoppers may be attracted to these locations due to increased mobility.
Goal 3.4: Support development of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the City.	<u>Consistent.</u> See response immediately above.
Goal 3.4.4: Support the addition of capacity and noise mitigation improvements such as HOV lanes, GP lanes, auxiliary lanes, and noise barriers to I-405.	<u>Consistent.</u> Build alternatives would entail construction of one or two new lanes in each direction of I-405 in Fountain Valley. In addition, many interchange improvements are planned. Soundwalls would be constructed as recommended in the Noise Abatement Decision Report (NADR) and pending a final decision to be made during project design.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
Goal 3.5.1: Pursue TSM strategies that can maximize vehicle occupancy and minimize average trip length.	<u>Partially Consistent.</u> TSM measures will be incorporated into each of the build alternatives for the proposed project, as discussed in Section 2.2.2.1, Common Design Features of the Build Alternatives. Alternatives 1 and 2 would maintain the existing HOV lanes. Alternative 3 would provide free or discounted Express Lane travel to HOVs with 3 or more occupants and transit vehicles and guarantee those vehicles high-speed travel in the corridor.
Goal 3.5.6: Encourage the use of multiple occupancy vehicle programs for shopping and other uses to reduce midday traffic.	<u>Consistent.</u> See response immediately above.
City of Garden Grove	
Policy LU-2.3: Prohibit uses that lead to deterioration of residential neighborhoods or adversely impact the safety or the residential character of a residential neighborhood.	<u>Consistent.</u> Build alternatives do not include modifications that could lead to deterioration of a residential neighborhood, its safety, or character. Proposed improvements would largely take place within the existing I-405 ROW, although some partial acquisitions may be required. Improvements (e.g., soundwalls, auxiliary lanes, overcrossings) would be similar in nature to those currently in place along the existing freeway.
Goal CIR-1: Provide a transportation system that maximizes freedom of movement and maintains a balance between mobility, safety, cost efficiency of maintenance, and the quality of the City's environment.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. The construction of soundwalls would also reduce existing noise levels along portions of I-405 where they are necessary, thereby improving residents' quality of life.
CIR-IMP-2B: Coordinate concept design, final engineering, and construction of improvements with Caltrans to provide for the standard of LOS D or better operations at intersections under the control of Caltrans.	<u>Partially Consistent.</u> Build alternatives would improve traffic flow along the 16-mile stretch of the I-405 corridor. However, due to normal regional growth, an anticipated improvement to LOS D or better during peak periods will not be attained.
Goal CIR-3: Minimize intrusion of commuter traffic on local streets through residential neighborhoods.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. They may also reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic on local streets in the city.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
CIR-IMP-5B: Encourage the creation of programs such as TSM, public transit, carpools/vanpools, ride-match, bicycling, and other alternatives to the energy-inefficient use of vehicles.	<u>Consistent.</u> TSM measures will be incorporated into each of the build alternatives for the proposed project, as discussed in Section 2.2.2.1, Common Design Features of the Build Alternatives. Alternatives 1 and 2 would maintain the existing HOV lanes. Alternative 3 would provide free or discounted Express Lane travel to HOVs with 3 or more occupants and transit vehicles and guarantee those vehicles high-speed travel in the corridor.
Goal CIR-11: Continue compliance with regional congestion management, transportation demand, traffic improvement, air quality management, and growth management programs.	<u>Consistent.</u> TSM and TDM measures will be incorporated into each of the build alternatives for the proposed project as discussed in Section 2.2.2.1 Common Design Features of the Build Alternatives. They are also anticipated to result in reduced air quality impacts and energy usage because vehicle idling time would be reduced.
City of Huntington Beach	
LU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. Reduced commute times may facilitate land use planning, especially as it relates to new residential and commercial land uses because residents and shoppers may be attracted to these locations due to increased mobility.
I-LU 20: The City of Huntington Beach will continue to coordinate with: b. Caltrans, OCTA, and County of Orange Traffic Planning Division for regional transportation (I-405, Pacific Coast Highway, Beach Boulevard, and Southern Pacific Railroad) and public transit issues.	<u>Consistent.</u> OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule.
Objective CE 1.3: Provide a circulation/ transportation system which enhances and minimizes response time needed for emergency vehicles.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. They may also reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic on local streets in the city. It is anticipated that emergency vehicle response times may be improved due to reduced congestion levels on the freeway and local streets.
Policy CE 2.2: Minimize, to the greatest extent feasible, "by-pass" or "through" traffic that intrudes into residential neighborhoods.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. This may reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic on local streets in the city.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
Objective CE3.1: Increase the mass transit opportunities available to Huntington Beach residents in order to reduce traffic impacts on streets and highways and improve air quality.	<u>Partially Consistent.</u> Alternatives 1 and 2 would maintain the existing HOV lanes. Alternative 3 would provide free or discounted Express Lane travel to HOVs with 3 or more occupants and transit vehicles and guarantee those vehicles high-speed travel in the corridor.
<i>Huntington Beach Redevelopment Project, Subarea 1</i>	
Improve public facilities and public infrastructure.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. Reduced commute times may facilitate land use planning, especially as it relates to new residential and commercial land uses because residents and shoppers may be attracted to these locations due to increased mobility.
City of Los Alamitos	
5-1.4: Cooperate with neighboring cities, Caltrans, and OCTA in making mutually beneficial transportation improvements.	<u>Consistent.</u> OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule.
5-2.1: Protect and preserve residential neighborhoods from the intrusion of cut-through traffic.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. They may also reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic on local streets in the city.
5-4.3: Support alternatives to single-occupancy vehicle use.	<u>Consistent.</u> Alternatives 1 and 2 would maintain the existing HOV lanes. Alternative 3 would provide free or discounted Express Lane travel to HOVs with 3 or more occupants and transit vehicles and guarantee those vehicles high-speed travel in the corridor.
City of Westminster	
Policy IIA1-12: Maintain and enhance public properties, parks, and roadways.	<u>Consistent.</u> Build alternatives would include construction of high-quality facilities, including fencing, walls, and landscaping. Improvements would be similar in nature to those currently found along I-405. New soundwalls would be provided to some parkland not currently protected by soundwalls.
Policy IVA2-5: Monitor and assess circulation plans of Caltrans, the County of Orange, and adjacent local agencies to ensure compatibility across jurisdictional boundaries.	<u>Consistent.</u> OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule.
Policy IVA7-1: Ensure that the City's designated truck routes provide efficient access to and from the San Diego and Garden Grove Freeways.	<u>Consistent.</u> Build alternatives would entail construction of auxiliary lanes and interchange improvements that would facilitate truck access to and from the San Diego freeway.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
Policy IVA8-1: Cooperate, to the fullest extent possible with state, county, and regional planning agencies responsible for planning, maintaining, and implementing circulation improvements to ensure coordinated and efficient development of the entire region.	<u>Consistent.</u> OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule.
Policy IVA9-1: Coordinate with Caltrans, and all other appropriate jurisdictions to evaluate and implement all feasible freeway crossing and access improvements.	<u>Consistent.</u> Build alternatives would entail construction of many interchange improvements. In addition, 16 local street overcrossings that span I-405 would require replacement because the spans would be inadequate to accommodate the new GP lane. These improvements would improve access to and across I-405 within the city.
Redevelopment Plan	<u>Consistent.</u> There are no applicable policies.
City of Seal Beach	
Monitor and participate in applicable county, regional, state, and federal transportation plans and proposals.	<u>Consistent.</u> OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule.
Provide a circulation/transportation system that enhances and minimizes response time needed for emergency vehicles.	<u>Consistent.</u> Build alternatives would add additional capacity to the freeway system and reduce commute times. They may also reduce cut-through traffic within areas adjacent to I-405, thereby improving traffic on local streets in the city. It is anticipated that emergency vehicle response times may be improved due to reduced congestion levels on freeway and local streets.
Improve access to and across I-405.	<u>Consistent.</u> Build alternatives would entail construction of many interchange improvements. In addition, 16 local street overcrossings that span I-405 would require replacement because the spans would be inadequate to accommodate the new GP lane. These improvements would improve access to and across I-405 within the city.
Support the addition of capacity and noise mitigation improvements such as HOV lanes, GP lanes, auxiliary lanes, and noise barriers to I-405.	<u>Consistent.</u> Build alternatives would entail construction of one or two new lanes in each direction of I-405 in Seal Beach. To ensure efficient and safe merge and diverge operations, auxiliary lanes would also be constructed. Soundwalls would be constructed as recommended in the NADR and pending a final decision to be made during project design.
County of Orange	
To plan an integrated land use and transportation system that accommodates travel demand.	<u>Consistent.</u> Build alternatives would add capacity to the freeway system to meet more of the existing and forecast travel demand and reduce commute times.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
Coordinate with the following transportation planning agencies: Caltrans, OCTA, the Transportation Corridor Agencies (County corridor planning and construction), and Orange County cities on various studies relating to freeway, tollway and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system.	<u>Consistent.</u> OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule. In addition, build alternatives would entail constructing many improvements intended to increase system capacity and improve travel times.
Work with adjacent jurisdictions to cooperatively implement needed measures that would provide HOV lanes, emergency lanes or additional travel lanes, necessary channelization, and/or bicycle lanes whenever warranted and feasible.	<u>Consistent.</u> Build alternatives would entail construction of one or two lanes in each direction of I-405, extending from Euclid Street to the I-605 interchange. To ensure efficient and safe merge and diverge operations, auxiliary lanes would also be constructed. In addition, many interchange improvements are planned. A left- and right-side shoulder would be provided in each direction for emergency breakdown and access. All overcrossings and their approaches on which bikeways exist or are planned will be reconstructed to accommodate bikeways.
Orange County Transportation Authority	
Improve mobility: <ul style="list-style-type: none"> • Offer safe and reliable choices • Provide an accessible transportation network • Minimize congestion • Develop an integrated transportation network 	<u>Consistent.</u> Build alternatives would add capacity to the freeway system and reduce commute times. A left- and right-side shoulder would be provided in each direction for emergency breakdown and access. All overcrossings and their approaches on which bikeways exist or are planned will be reconstructed to accommodate bikeways. The Express Lanes in Alternative 3 would provide an option for motorists to increase the reliability of their travel time in the corridor.
Protect our transportation resources: <ul style="list-style-type: none"> • Use the existing transportation network efficiently • Maintain our infrastructure • Promote cost effective and multimodal solutions • Explore creative solutions 	<u>Consistent.</u> See response immediately above. Alternatives 1 and 2 would maintain the existing HOV lanes. Alternative 3 would provide free or discounted Express Lane travel to HOVs with 3 or more occupants and transit vehicles and guarantee those vehicles high-speed travel in the corridor.

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
<p>Enhance the quality of life:</p> <ul style="list-style-type: none"> • Promote coordinated transportation and land use planning • Minimize community impacts • Support economic growth • Protect the environment 	<p><u>Consistent.</u> OCTA and Caltrans have developed an extensive outreach effort to ensure that all potentially affected jurisdictions and their residents are informed of the planning and implementation process and overall project schedule. In addition, most of the proposed improvements would be constructed within the existing I-405 ROW, which would assist in minimizing impacts to adjacent residences and businesses. The proposed improvements would add additional capacity to the freeway system and reduce commute times. Reduced commute times may facilitate land use planning, especially as it relates to new residential and commercial land uses because residents and shoppers may be attracted to these locations due to increased mobility. This may have a secondary effect of generating economic activity.</p>
<p>Bikeway Master Plan:</p> <ul style="list-style-type: none"> • Implement strategic plans outlined in OCTA CBSP, May 2009. 	<p><u>Consistent:</u> Build alternatives would preserve existing bikeways and accommodate planned bikeways within the project limits. All overcrossings and their approaches on which bikeways exist or are planned will be reconstructed to accommodate bikeways.</p>
Southern California Association of Governments	
<p>Goal: Maximize mobility and accessibility for all people and goods in the region.</p>	<p><u>Consistent:</u> Build alternatives would improve access and mobility of local and regional residents, which would allow greater access to goods in the region.</p>
<p>Goal: Ensure travel safety and reliability for all people and goods in the region.</p>	<p><u>Consistent:</u> Build alternatives would increase freeway capacity and freeway speeds.</p>
<p>Goal: Preserve and ensure a sustainable regional transportation system.</p>	<p><u>Consistent:</u> Build alternatives would reduce congestion, thereby increasing sustainability.</p>
<p>Goal: Maximize the productivity of the transportation system.</p>	<p><u>Consistent:</u> Build alternatives would reduce congestion, thereby increasing productivity of the transportation system in the corridor.</p>
<p>Goal: Protect the environment, improve air quality, and promote energy efficiency</p>	<p><u>Consistent:</u> Build alternatives would increase freeway speeds, thereby improving air quality and reducing energy consumption of individual motorists by reducing idling time.</p>
<p>Policy: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.</p>	<p><u>Consistent:</u> Build alternatives would improve access and mobility of local and regional residents, which would allow greater access to goods in the region.</p>

**Table 3.1.1-1: Consistency Analysis with
Adopted Local and Regional Plans for Build Alternatives**

Applicable Goal, Policy, or Objective	Consistency Analysis
Policy: Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.	<u>Consistent:</u> Build alternatives would be maintained and operated safely. They would not require system expansion investments because they would be constructed within an existing freeway and require negligible ROW acquisitions.
HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged.	<u>Consistent:</u> The build alternatives are not an HOV gap closure. Alternatives 1 and 2 would maintain the existing HOV lanes. Alternative 3 would provide free or discounted Express Lane travel to HOVs with 3 or more occupants and transit vehicles and guarantee those vehicles high-speed travel in the corridor.
Compass Growth Visioning Plan	
Principle 1: Improve mobility for all residents. GV P1.1: Encourage transportation investments and land use decisions that are mutually supportive.	<u>Consistent:</u> Build alternatives would improve access and mobility of local and regional residents, which would allow greater access to land uses and goods in the region.
GV P1.4: Promote a variety of travel choices.	<u>Consistent:</u> Alternatives 1 and 2 would maintain the existing carpool lanes. Alternative 3 would allow motorists to choose between congestion in the GP lanes and high-speed travel with reliable trip time in the Express Lanes in exchange for payment of a toll.
Principle 3: Enable prosperity for all people. GV P3.3: Ensure environmental justice regardless of race, ethnicity, or income class.	<u>Consistent:</u> Build alternatives would not result in environmental justice impacts. Build alternatives would be largely constructed within the existing I-405 ROW, although some minor partial acquisitions would be required. These acquisitions would not, however, generate environmental impacts that are disproportionate to those that would be experienced by the general public.
Principle 4: Promote sustainability for future generations. GV P4.3: Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution, and significantly reduce waste.	<u>Consistent:</u> Although build alternatives do not include the provision or development of land uses capable of generating growth, they would increase freeway speeds, improve air quality, and reduce energy consumption of individual motorists as idling is decreased.

Alternative 2

Improvements along I-405 under Alternative 2 would occur mostly within the existing Caltrans ROW and would primarily require partial acquisitions of residential and commercial land uses. Overall, this alternative would convert approximately 4.06 acres of other land uses to transportation. Improvements to adjacent intersections and roadways would extend beyond the

existing I-405 ROW, affecting 92 public and privately owned parcels with partial acquisitions ranging from less than 1 square foot to 30,000 square feet (approximately 0.7-acre). Nearly all of these parcels would result in conversion of existing residential and commercial land uses to transportation. These encroachments would not preclude continued activities on the affected sites, and they are not anticipated to shift existing land uses within the area. In some instances, a general plan amendment or other administrative remedy may be needed; therefore, as with Alternative 1, Measure LU-1 has been incorporated to ensure that the parcels or land uses affected by Alternative 2 are consistent with existing land use planning designations and requirements.

The Draft EIR/EIS identified three commercial establishments located on three parcels (Sports Authority [APN 143-301-39]; Days Inn & Suites [APN 143-301-34]; Fountain Valley Skating Center [APN 143-301-33]) within Fountain Valley near the intersection of I-405 and Warner Avenue subject to full acquisition and one commercial establishment, Boomers (4 of 5 parcels) subject to partial acquisition as a result of the braided ramps that were being considered at this location. Due to significant comments that were received during the Draft EIR/EIS and Supplemental Draft EIR/EIS regarding the braided ramps, the Northbound and Southbound Magnolia and Warner Braided Ramps were eliminated. As a result, a design option was proposed at the Southbound Interchange and the three businesses that were previously identified as full acquisitions will no longer be acquired; however, the partial acquisition at Boomers with minor modifications is still proposed. In addition, no residential relocations would be required. This alternative would also be consistent with the goals, objectives, and policies of the general plans and regional plans.

However, Alternative 2 is not consistent with the RTP or FTIP.

Alternative 3 (Preferred Alternative)

Improvements along I-405 under Alternative 3 would occur mostly within the existing Caltrans ROW and would primarily require partial acquisitions of residential and commercial land uses. Overall, this alternative would convert approximately 4.90 acres of other land uses to transportation. Improvements to adjacent intersections and roadways would extend beyond the existing I-405 ROW, affecting 109 public and privately owned parcels, with partial acquisitions ranging from less than 1 square foot to 30,000 square feet (approximately 0.7-acre). Nearly all of these parcels would result in conversion of existing residential and commercial land uses to transportation. These acquisitions would not preclude continued activities on the affected sites, and they are not anticipated to shift existing land uses within the area. Similar to Alternatives 1 and 2, a general plan amendment or other administrative remedy may be needed; therefore,

Measure LU-1 has been incorporated to ensure that the parcels or land uses affected by Alternative 3 are consistent with existing land use planning designations and requirements.

The Draft EIR/EIS identified three commercial establishments located on three parcels (Sports Authority [APN 143-301-39]; Days Inn & Suites [APN 143-301-34]; Fountain Valley Skating Center [APN 143-301-33]) within Fountain Valley near the intersection of I-405 and Warner Avenue subject to full acquisition and one commercial establishment, Boomers (4 of 5 parcels) subject to partial acquisition as a result of the braided ramps that were being considered at this location. Due to significant comments that were received during the Draft EIR/EIS and Supplemental Draft EIR/EIS regarding the braided ramps, the Northbound and Southbound Magnolia and Warner Braided Ramps were eliminated. As a result, a design option was proposed at the Southbound Interchange and the three businesses that were previously identified as full acquisitions will no longer be acquired; however, the partial acquisition at Boomers with minor modifications is still proposed. In addition, no residential relocations would be required. This alternative would also be consistent with the goals, objectives, and policies of the general plans and regional plans.

Alternative 3 is consistent with the project description provided in the 2012 RTP and the 2015 FTIP

Temporary Impacts

No Build Alternative

Under the No Build Alternative, no improvements would be made to the I-405 corridor within the project limits. No temporary (i.e., construction) impacts would result.

Alternative 1

Construction of the proposed project would result in some temporary and intermittent inconvenience for some current land use operations due to temporary traffic lane and ramp closures and temporary construction easements (TCEs) on 115 parcels to accommodate construction of the project. The nature and severity of these inconveniences vary along the alignment and would be dependent upon the timing and duration of construction. Moreover, access to some businesses situated in the immediate vicinity of the project corridor could be temporarily affected. Access during construction would be maintained but may require reconfiguration during construction. Caltrans would implement a Transportation Management Plan (TMP) throughout the duration of the construction activities and would make this document available to the public. The TMP would seek to minimize project-related construction disruptions and would include traffic strategies designed in coordination with local jurisdictions; however, with implementation of LU-2, temporary construction effects within the project area

are not anticipated to affect any general plan or zoning designations within any of the affected jurisdictions, and no temporary adverse effects on land use are anticipated.

Alternative 2

Construction effects would be the same as described for Alternative 1; however, Alternative 2 would require TCEs on 227 parcels.

Alternative 3 (Preferred Alternative)

Construction effects would be the same as described for Alternative 1; however, Alternative 3 would require TCEs on 260 parcels.

Indirect Impacts

No Build Alternative

No indirect or secondary impacts on land use and planning would result from implementation of the No Build Alternative.

Build Alternatives

Other than previously discussed land use changes within the proposed ROW to transportation, the project area is primarily built out. The build alternatives are not anticipated to induce any other changes in land use and zoning in the project study area, although some administrative land use remedies may be required to ensure that affected parcels and uses are consistent with applicable general plan and zoning designations. Indirect or secondary impacts are not anticipated to occur. Because these alternatives would require relocation of up to four existing businesses that can be relocated to areas within reasonable vicinity, the cities and County having jurisdiction over the project study area would not experience deviations from growth projections or development opportunities. These alternatives are intended to improve traffic flow and ease congestion. They may also help reduce the current level of cut-through traffic within adjacent communities due to increased freeway speeds and congestion. These alternatives would have a beneficial effect on the surrounding communities and their adopted plans.

3.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

LU-1: If a build alternative is identified for implementation, either Caltrans or OCTA shall request the County of Orange and the cities along the project corridor to amend their respective General Plans to reflect the identified build alternative and the modification of land use designations for properties that would be acquired for the project that are not currently designated for transportation uses.

LU-2: Caltrans shall implement a TMP throughout the duration of the construction activities and make this document available to the public. A purpose of the TMP is to minimize project-related construction disruptions and would include traffic strategies designed in coordination with local jurisdictions.

3.1.1.4 Parks and Recreational Facilities

This section discusses impacts to parks and recreational facilities as a result of implementation of the proposed project, as well as their consideration for additional consideration under Section 4(f). The analysis is based on the results of the Community Impact Assessment (August 2011) and Resources Evaluated Relative to the Requirements of Section 4(f) and 6(f) (see Appendix B) prepared for this project.

Moving Ahead for Progress in the 21st Century Act (MAP-21) amended Section 4(f) legislation at 23 U.S.C. 138 and 49 U.S.C. 303 (formerly Section 4(f) of the U.S. Department of Transportation Act [4(f)] to simplify the processing and approval of projects that have *de minimis* impacts on lands protected by Section 4(f). FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and 23 CFR 774.17. Resources subject to Section 4(f) consideration include publicly owned lands within 0.5-mile of the project, consisting of a public park/ recreation area; public wildlife and waterfowl refuges of national, state or local significance; or National Register of Historic Places (NRHP)-eligible historic and archaeological sites within the project Area of Potential Effects (APE), whether publicly or privately owned. Thus, the study area for Section 4(f) resources is 0.5-mile from the project footprint boundaries.

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 U.S.C. §4601-4) contains provisions to protect federal investments in park and recreation resources and the quality of those assisted resources. The LWCF Act includes a clear mandate to protect grant-assisted areas from conversions. This “anti-conversion” requirement applies to all parks and other sites that have been the subject of LWCF grants of any type, whether for acquisition of parkland, development, or rehabilitation of facilities.

3.1.1.4.1 Affected Environment

Ninety-five (95) publicly owned lands that contain parks and recreation areas are within 0.5-mile of the project area, as shown in Figure 3.1.1-4. Of these 95 properties, 44 are public schools with outdoor playgrounds and other recreation facilities. None of the schools are open to the general public for recreational purposes and are not given any additional consideration as either parks or recreational facilities; therefore, they are not subject to Section 4(f) protection (see Appendix B). Of the remaining 51 properties, 42 are outdoor parks, 4 are recreation centers, and 5 are Class 1

bike trails. Table 3.1.1-2 summarizes these remaining properties, and all properties, including the schools, are shown in Figure 3.1.1-4.

Additionally, although private parks and recreational facilities exist within the project area, potential impacts are not anticipated to any private parks. Impacts to private recreational facilities are limited to two commercial recreational facilities located in Fountain Valley (Fountain Valley Skating Center and Boomers), which are analyzed in Section 3.1.4, Community Impacts.

Forty-nine (49) parks and recreation centers were identified within 0.5-mile of the I-405 corridor and are listed in Table 3.1.1-2 and shown in Figure 3.1.1-4. All of these parks and recreation centers are publicly owned, open to the public, and meet Section 4(f) eligibility requirements. A description of the 3 parks potentially affected by the project is provided below.

- Buckingham Park is located within Westminster and is centrally located within the project area. The park site is north of the northbound I-405 mainline and east of the Edwards Street overcrossing. The park shares a fence line on its eastern boundary with Westminster High School. Buckingham Park is approximately 5 acres in size with softball fields, play areas, restrooms, and benches available to the public.
- Cascade Park is located within Westminster, and its northern fence line runs adjacent to the southbound I-405 on-ramp from Westminster Avenue. It is a community park with a multi-family apartment complex located on its western boundary and single-family homes on its southern boundary. Cascade Park is approximately 2 acres in size with barbeques, play areas, and picnic tables available to the public.

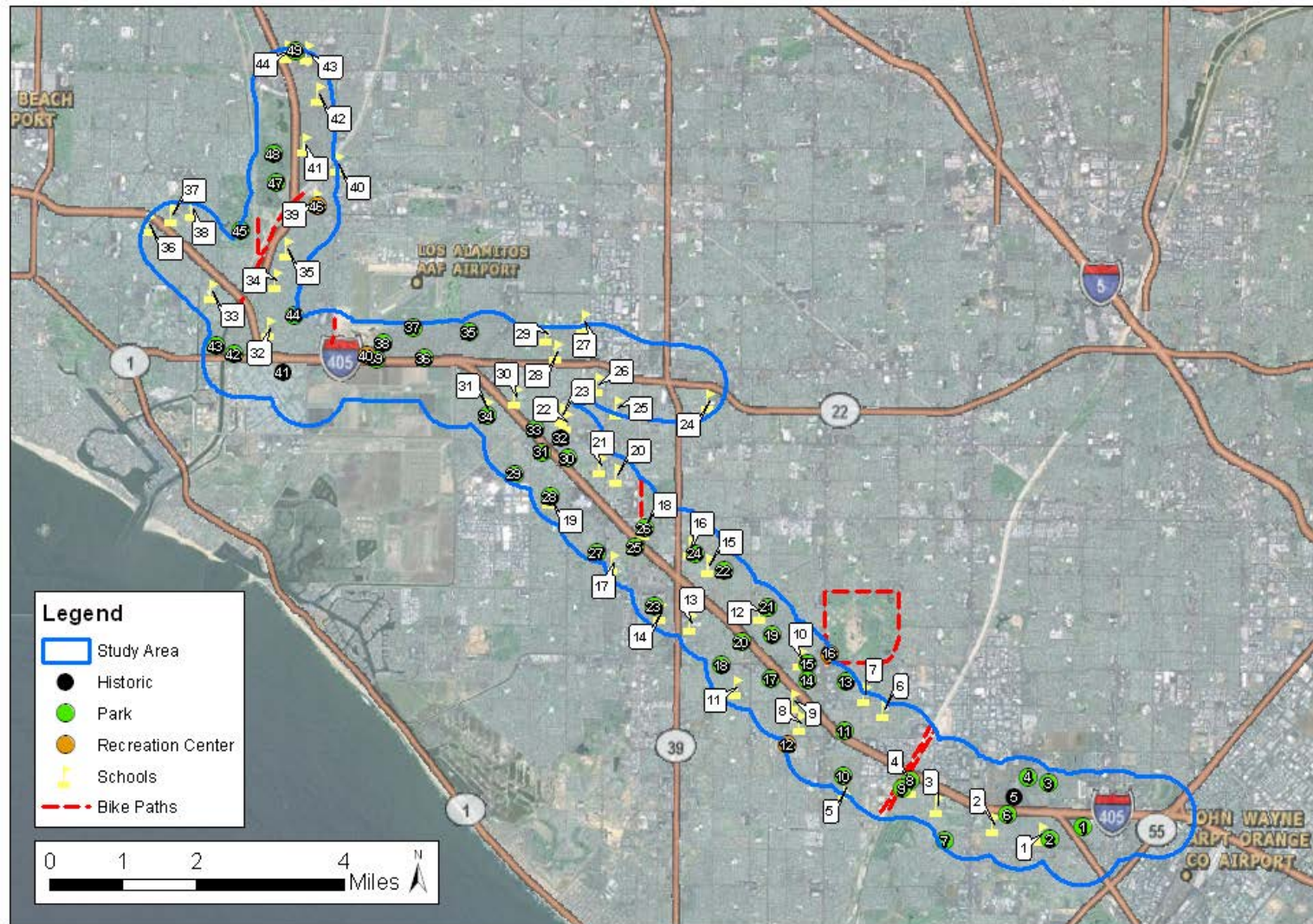


Table 3.1.1-2 includes information on facilities shown above by number.

Figure 3.1.1-4: Public Parks and Recreation Facilities within 0.5-Mile of the Proposed Project

Table 3.1.1-2: Park and Recreational Facilities in the Project Study Area

Figure No.	Name	Location	Explanation of Section 4(f) Use
1	Shiffer Park	3143 Bear Street, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
2	Paularino Park	1040 Paularino Place, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
3	Wakeham Park	3400 Smalley Road, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
4	Wimbledon Park	3440 Wimbledon Way, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
6	Gisler Park	1250 Gisler Avenue, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
7	Smallwood Park	1646 Corsica Avenue, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
8	Moon Park	3377 California Street, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
9	Suburbia Park	3302 Alabama Circle, Costa Mesa	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
10	Ellis Park	10301 Ellis Avenue, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
11	Los Alamos Park	17901 Los Alamos Street, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
12	Senior Community Center	17967 Bushard Street, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
13	Colony Park	10252 Cinco De Mayo, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
14	La Capilla Park	9720 La Capilla Avenue, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
15	Plavan Park	9745 Warner Avenue, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
16	Mile Square Recreation Center	Euclid Street and Warner Avenue, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
17	McDowell Park	17200 Oak Street, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
18	Westmont Park	Between El Rancho Avenue and La Fiesta Avenue, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
19	Nieblas Park	9300 Gardenia Street, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
20	Pleasant View Park	16692 Landau Lane, Huntington Beach	Alternative 1 – No use. Alternative 2 – Acquisition Area: 1,210 square feet; Direct Use: 1,210 square feet. Temporary Use: None Alternative 3 – Acquisition Area: 1,210 square feet; Direct Use: 1,210 square feet. Temporary Use: None
21	Vista View Park	9235 Honeysuckle Avenue, Fountain Valley	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.

Table 3.1.1-2: Park and Recreational Facilities in the Project Study Area

Figure No.	Name	Location	Explanation of Section 4(f) Use
22	Russel C. Paris Park	8600 Palos Verdes Avenue, Westminster	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
23	Sun View Park	16193 Sher Lane, Huntington Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
24	Park West Park	8301 McFadden Avenue, Westminster	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
25	College Park	15422 Vermont Street, Westminster	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
26	Land Park	15151 Temple Street, Westminster	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
27	Greer Park	6900 McFadden Avenue, Huntington Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
28	Clegg-Stacey Park	6311 Larchwood Drive, Huntington Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
29	Franklin Park	14422 Hammon Lane, Huntington Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
30	Buckingham Park	6502 Homer Street, Westminster	Alternative 1 – Acquisition Area: 3,151 sq/ft; Direct Use: 3,151 sq/ft. Temporary Use: None Alternative 2 – Acquisition Area: 3,151 sq/ft; Direct Use: 3,151 sq/ft. Temporary Use: None Alternative 3 – Acquisition Area: 3,151 sq/ft; Direct Use: 3,151 sq/ft. Temporary Use: None
31	Cascade Park	14100 Cascade Street, Westminster	Alternative 1 – Acquisition Area: 1 square foot; Direct Use: None. Temporary Use: None Alternative 2 – Acquisition Area: 4,152 square feet; Direct Use: 4,152 square feet. Temporary Use: None Alternative 3 – Acquisition Area: 4,152 square feet; Direct Use: 4,152 square feet. Temporary Use: None
33	Indian Village Park	6060 Hefley Street, Westminster	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
34	Bolsa Chica Park	13660 University Street, Westminster	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
35	Westgrove Park	5372 Cerulean Avenue, Garden Grove	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
36	Almond Park/ Shapell Park	4600 Almond Avenue, Seal Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
37	Heather Park	Heather and Lampson, Seal Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
38	Aster Park	Aster and Candleberry, Seal Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.

Table 3.1.1-2: Park and Recreational Facilities in the Project Study Area

Figure No.	Name	Location	Explanation of Section 4(f) Use
39	Blue Bell Park	Almond and Bluebell, Seal Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
40	Seal Beach Tennis Center	3900 Lampson Avenue, Seal Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
42	Edison Park and Gardens	99 College Drive, Seal Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
43	College Estates Park	808 Steely Avenue, Long Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
44	Rush Park	3021 Blume Drive, County of Los Angeles	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
45	El Dorado West Regional Park	2800 Studebaker Road, Long Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
46	El Dorado Nature Center	7550 E. Spring Street, Long Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
47	Los Alamitos Community Center	10911 Oak Street, Seal Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
48	El Dorado East Regional Park	7550 E. Spring Street, Long Beach	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.
49	Bloomfield Park	21420 Pioneer Boulevard, Lakewood	No 4(f) use; no direct, temporary, or constructive use required for any project build alternatives.

Facilities listed in **bold** are de minimis uses affected by the project
Parsons 2011a.

- Pleasant View Park is located in the southeast portion of the project area and is adjacent to the former Pleasant View Elementary School in Huntington Beach near the Magnolia Street and Warner Avenue intersection. The elementary school on the park site was closed in 1985³, and the school facilities are now used by A Child's View Preschool. As shown in Figure 3.1.1-4, the northeastern section of the park is adjacent to the existing mainline of I-405. Park facilities adjacent to the potential acquisition area include a paved walking path and small grass area shaded by ornamental trees. Pleasant View Park is approximately 2 acres in size with a baseball/softball diamond and restrooms available to the public.

There are also five (5) Class I (off-road) bike trails within 0.5-mile of the project; these are considered Section 4(f) properties because of their primary recreational function⁴. These bike

³ California Department of Education. California School Directory. 2010.
(<http://www.cde.ca.gov/re/sd/details.asp?cds=30666136029664&Public=Y>) Accessed October 21, 2010.

⁴ "If the publicly owned bikeway is primarily used for transportation and is an integral part of the local transportation system, the requirements of Section 4(f) would not apply because it is not a recreational area. Section 4(f) would apply to publicly owned bikeways, or portions thereof, designated or functioning primarily for recreation, unless the official having jurisdiction determines it is not significant for such purpose." FHWA, 2005. FHWA Section 4(f) Policy Paper. March 1.

trails, also shown in Figure 3.1.1-4, are located along Seal Beach Boulevard in the community of Rossmoor, on Hoover Street in Westminster, around the Mile Square Recreation Park, along the Santa Ana River Trail in Costa Mesa/Fountain Valley, and on the San Gabriel River Trail on the Los Angeles County and Orange County border. A description of the two Class I (off road) bike trails potentially affected by the project is provided below:

- The Santa Ana River Trail crosses underneath the I-405 mainline in Costa Mesa and under the proposed new Euclid Street southbound I-405 on-ramp from Ellis Avenue. This trail is a continuous regional off-road trail and bikeway along the Santa Ana River that connects Riverside and Orange counties. As currently planned, the trail will eventually include more than 100 miles of hiking trails and bikeways. Within the project area, the trail is striped to separate northbound and southbound nonmotorized vehicles. In the project area, there is a trail on both banks of the river, with a paved Class I bikeway on the east bank. The trail is separated into three trails: the upper, middle, and lower trails. The upper portion of the Santa Ana River Trail and Parkway is mountainous. The recreational activities in this area are associated with forested environments such as skiing, camping, hiking, rock climbing, and fishing. The upper portion of the trail is steep, unpaved, and is popular with mountain bicyclists. This portion of the trail is maintained and operated by the U.S. Forest Service as part of the San Bernardino National Forest.

The middle portion of the trail is relatively flat and densely urbanized. Activities in this area include walking, jogging, bicycling, horseback riding, and organized team sports played on developed fields. This section of trail is operated and maintained by the San Bernardino County Regional Parks Department, Riverside County Regional Park and Open Space District, and Orange County Parks.

The lower portion of the trail has close proximity to the ocean and, as a result, is a draw for outdoor recreation in Orange County. This is the most heavily used portion of the trail. This section of trail is operated and maintained by Orange County Parks.

- The San Gabriel River Trail is also a regional off-road bike trail and is striped to separate northbound and southbound nonmotorized vehicles. It crosses the project area on the Los Angeles/Orange County boundary and crosses underneath the I-405 mainline, the I-605 southbound to I-405 northbound on-ramp, and the I-405 southbound to I-605 northbound on-ramp.

The San Gabriel River Trail is a 38-mile paved bike trail in Los Angeles County, California. The trail starts at the Whittier Narrows Recreation Area near the San Gabriel Mountains and

ends in Seal Beach at the Pacific Ocean. This trail is mostly urban, passing a lot of industrial sites and following the Los Angeles River as well. There are several parks along the way, including El Dorado Park in Long Beach and Wilderness Park in Downey.

3.1.1.4.2 Environmental Consequences

Permanent Impacts

No Build Alternative

There would be no impacts to parks and recreational facilities because no construction would occur, keeping the parks and recreational facilities in their current conditions.

Alternative 1

Pleasant View Park: Alternative 1 would have no permanent impacts to Pleasant View Park.

Cascade Park: Alternative 1 would require an acquisition of approximately 1 square foot (0.00002-acre) of Cascade Park (located at 14100 Cascade Street in Westminster) to complete ramp widening for the southbound I-405 on-ramp from Westminster Avenue.

Buckingham Park: Alternative 1 would require an acquisition of approximately 3,151 square feet (0.07-acre) for Buckingham Park (located at 6502 Homer Street in Westminster) to support reconstruction and widening of the Edwards Street overcrossing.

Santa Ana River Trail: Alternative 1 would require an approximately 2,000-square-foot (0.05-acre) aerial easement to accommodate the new overhead structure associated with the new Euclid Street southbound I-405 on-ramp from Ellis Avenue.

San Gabriel River Trail: Alternative 1 would have no permanent impacts to the San Gabriel River Trail.

Permanent Section 4(f) Use (see Appendix B) Preliminary Section 4(f) De Minimis Findings

Cascade Park: To complete ramp widening for the southbound I-405 on-ramp from Westminster Avenue, this alternative would require acquisition of 1 square foot from Cascade Park. The park includes barbeques and a picnic and play area (including a jungle gym) for children. These park facilities are not within the potential acquisition area. Caltrans proposes a *de minimis* finding because the acquisition area would affect an existing fence and drainage canal and would not affect recreational activities, features, or attributes associated with Cascade Park. A letter notifying the City of Westminster Public Works Director about the potential project effect on Cascade Park was mailed on October 4, 2011. Caltrans has determined a *de minimis* finding |

appropriate because the acquisition area would affect an existing fence and drainage canal and would not affect recreational activities, features, or attributes associated with Cascade Park. This determination included concurrence from the City of Westminster on November 5, 2012. (see Appendix B).

Buckingham Park: This alternative would result in the continued use of the western edge of Buckingham Park for transportation. Figure 3.1.1-5 illustrates the approximately 3,151-square-foot (i.e., less than 1 percent of the total park area) potential acquisition; however, there would not be a conversion of recreational use to transportation use because this potential acquisition area is currently within a portion of the Edwards Street ROW and is currently a transportation use. The acquisition area is located on an earthen berm that has no recreational function nor provides access to the park. The park includes the following facilities: softball fields, play area, restrooms, and benches; and these facilities are located below the berm and would be unaffected by the proposed project. Although the acquisition area would reduce the overall size of the park parcel, it would not inhibit existing recreational activities associated with any of the facilities within the park. The reduction in the size of the park parcel would have no effect on the recreational function of the park. Caltrans proposes a *de minimis* finding because construction of the proposed project would reconfigure Edwards Street and have no effect on recreational activities, facilities, or attributes in the park. A letter notifying the City of Westminster Public Works Director about the potential project effect on Buckingham Park was mailed on October 4, 2011. Caltrans has determined a *de minimis* finding appropriate because construction of the proposed project would reconfigure Edwards Street and have no effect on recreational activities, facilities, or attributes in the park. This determination included concurrence from the City of Westminster on November 5, 2012. (see Appendix B).



Figure 3.1.1-5: Location of Buckingham Park and Acquisition

Santa Ana River Trail: As depicted in Figure 3.1.1-6, construction of the proposed project would include a new permanent aerial for the new Euclid Street southbound I-405 on-ramp from Ellis Avenue that would cross over the Santa Ana River Trail. After construction of the ramp is complete, the new on-ramp would continue to allow recreational use of the trail on both riverbanks and would not reduce the width of, or access to, the trails. The new southbound on-ramp would add approximately 2,000 square feet of overhead concrete to the existing trail. As described in Section 3.1.7, Visual/Aesthetics, there would be no visual impacts as a result of construction of the new southbound on-ramp. This permanent aerial easement would not affect the function, value, and attributes of the Santa Ana River Trail; however, Caltrans proposes a *de minimis* finding because the direct use area would not affect any of the recreational activities, features, or attributes of the trail because the direct use area is above the trail. A letter notifying the County of Orange about the potential project effect on the Santa Ana River Trail was mailed on October 4, 2011. Caltrans has determined a *de minimis* finding is appropriate because the direct use area would not affect any of the recreational activities, features, or attributes of the trail because the direct use area is above the trail. This determination included concurrence from the County of Orange on December 19, 2012. (see Appendix B).

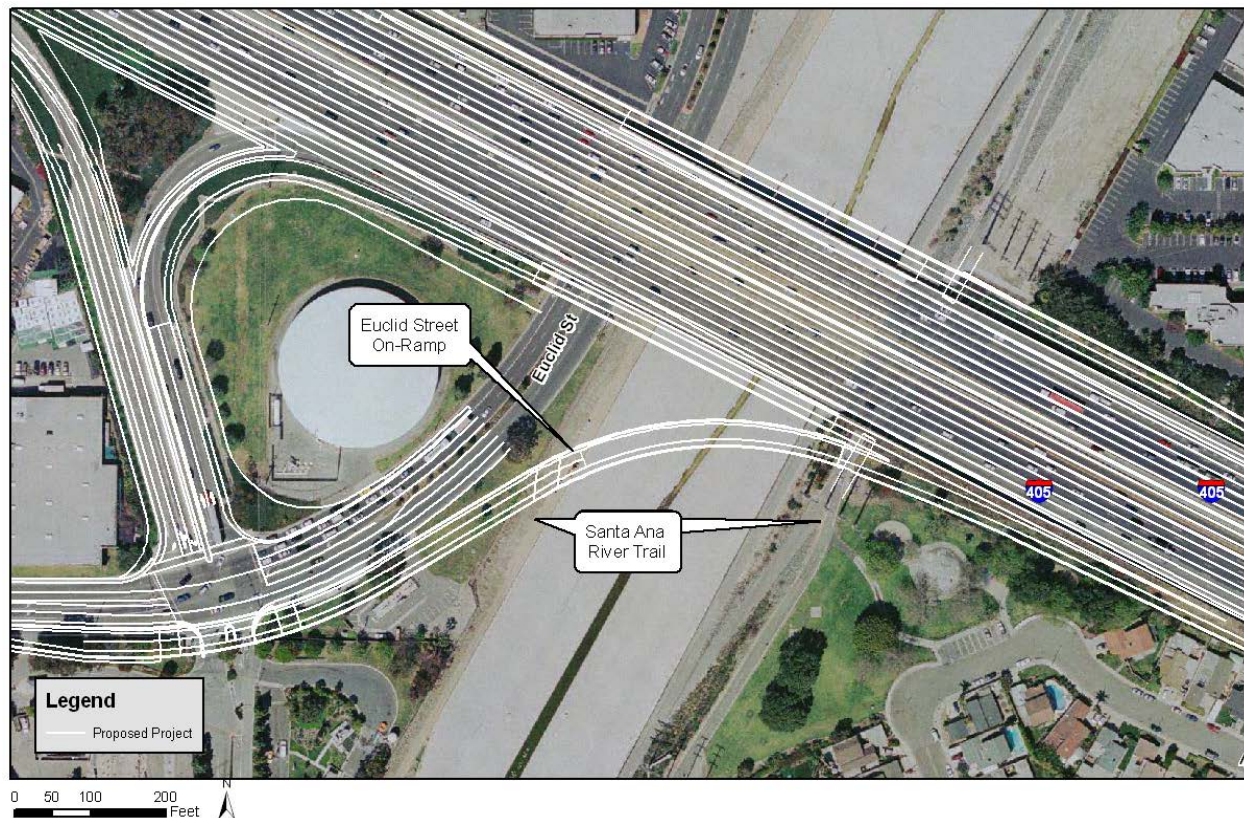


Figure 3.1.1-6: Location of Santa Ana River Trail

San Gabriel River Trail: The project would not require any work, acquisition, or easements within the San Gabriel River Trail, shown in Figure 3.1.1-7; therefore, no direct use of the bike trail would occur due to the project.

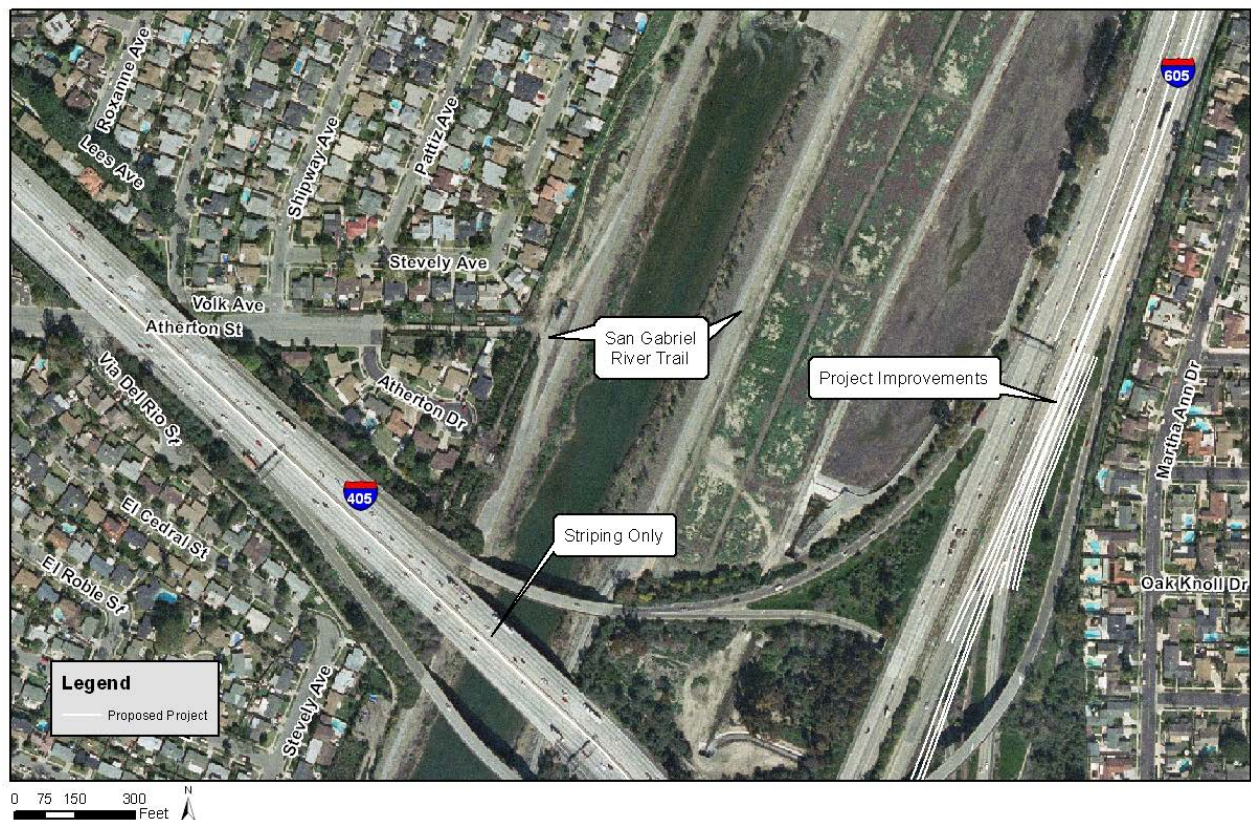


Figure 3.1.1-7: Location of San Gabriel River Trail

Alternative 2

Permanent impacts would be the same as described for Alternative 1 at Buckingham Park and the Santa Ana and San Gabriel River Trails.

Pleasant View Park: The proposed project would require a partial acquisition of approximately 1,210 square feet (0.03-acre) from Pleasant View Park, which is required for project ROW.

Cascade Park: The proposed project would require a partial acquisition of approximately 4,152 square feet (0.10-acre) from Cascade Park to complete ramp widening for the southbound I-405 on-ramp from Westminster Avenue.

Permanent Section 4(f) Use (see Appendix B) Preliminary Section 4(f) *De Minimis* Findings

Cascade Park: To complete ramp widening for the southbound I-405 on-ramp from Westminster Avenue, Alternative 2 would require a partial acquisition of Cascade Park. Figure 3.1.1-8 illustrates the approximately 4,152-square-foot (i.e., 4 percent of the total park area) potential acquisition. Construction of this alternative would also require relocation of the drainage facility on the northern boundary of the park to outside of the park fence. These park facilities are not within the potential

acquisition area. Caltrans proposes a *de minimis* finding because the acquisition area would affect an existing fence and drainage canal and would not affect recreational activities, features, or attributes associated with Cascade Park. A letter notifying the City of Westminster Public Works Director about the potential project effect on Cascade Park was mailed on October 4, 2011. Caltrans has determined a *de minimis* finding is appropriate because the acquisition area would affect an existing fence and drainage canal and would not affect recreational activities, features, or attributes associated with Cascade Park. This determination included concurrence from the City of Westminster on November 5, 2012. (see Appendix B).

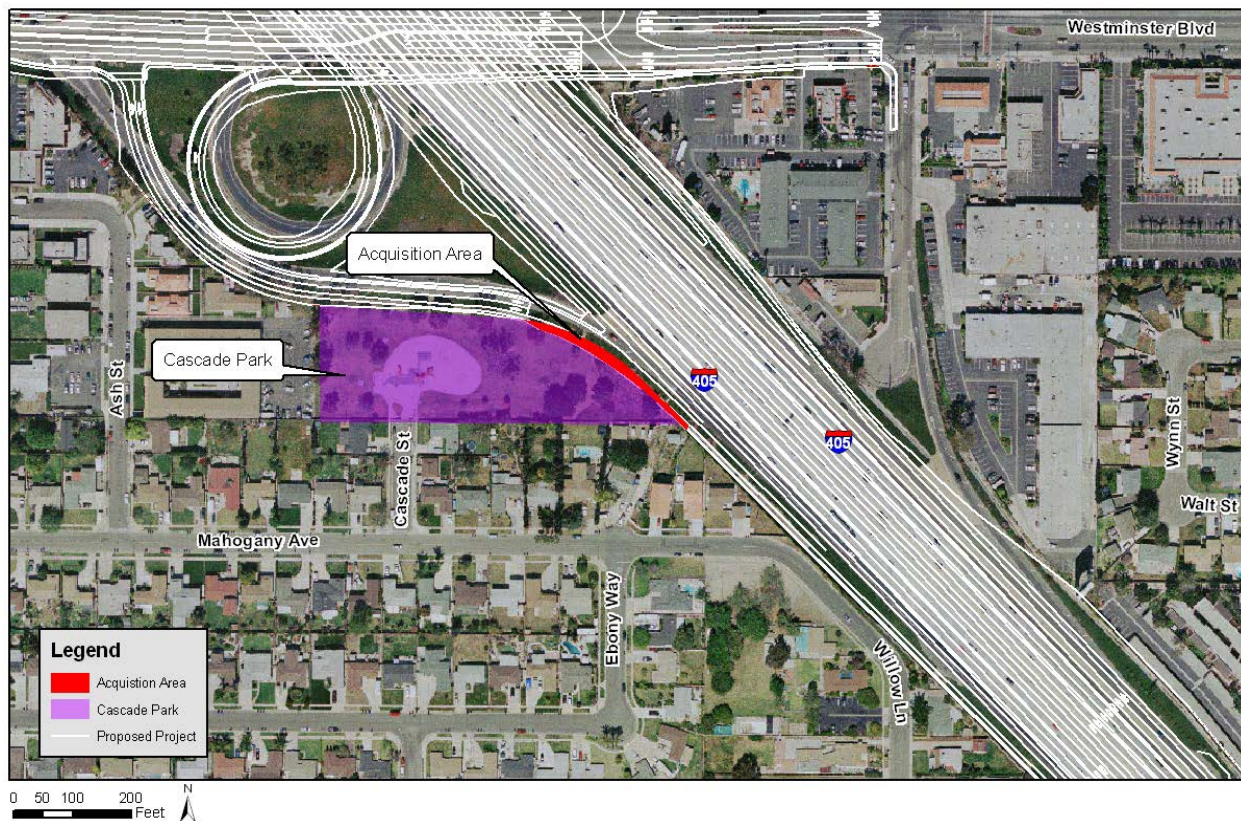


Figure 3.1.1-8: Location of Cascade Park and Acquisition

Pleasant View Park: To accommodate construction of a soundwall, Alternative 2 would require a partial acquisition of Pleasant View Park. Figure 3.1.1-9 illustrates the approximately 1,210-square-foot (i.e., 1 percent of the total park area) acquisition. This direct use area within the park would be acquired for project ROW; however, the area consists of landscaping and does not contain recreation facilities or fields. Although the proposed improvements would not inhibit existing recreational activities within the park, the acquisition would result in a direct use of Pleasant View Park. Pleasant View Park is approximately 2 acres and includes a jungle gym and playground with swings and a paved walking path. The proposed project would result in a direct

use of the park parcel; however, this use would occur only where landscaping is located, and removal of the landscaping would have no effect on recreational facilities in the park. Caltrans proposes a *de minimis* finding because the direct use area would not affect any of the recreational activities, features, or attributes within the park because none are located in the direct use area. A letter notifying the City of Huntington Beach Community Services and Recreation Department about the potential project effect on Pleasant View Park was mailed on October 4, 2011. Consultation with the property owner has been conducted to confirm the proposed impact finding of this direct use under Section 4(f). On October 23, 2012, the City of Huntington Beach provided a written concurrence regarding the *de minimis* impact finding for Pleasant View Park. Caltrans has determined a *de minimis* finding is appropriate because the direct use area would not affect any of the recreational activities, features, or attributes within the park because none are located in the direct use area. This determination included concurrence from the City of Huntington Beach on October 23, 2012 and the Ocean View School District on October 23, 2013. (see Appendix B).

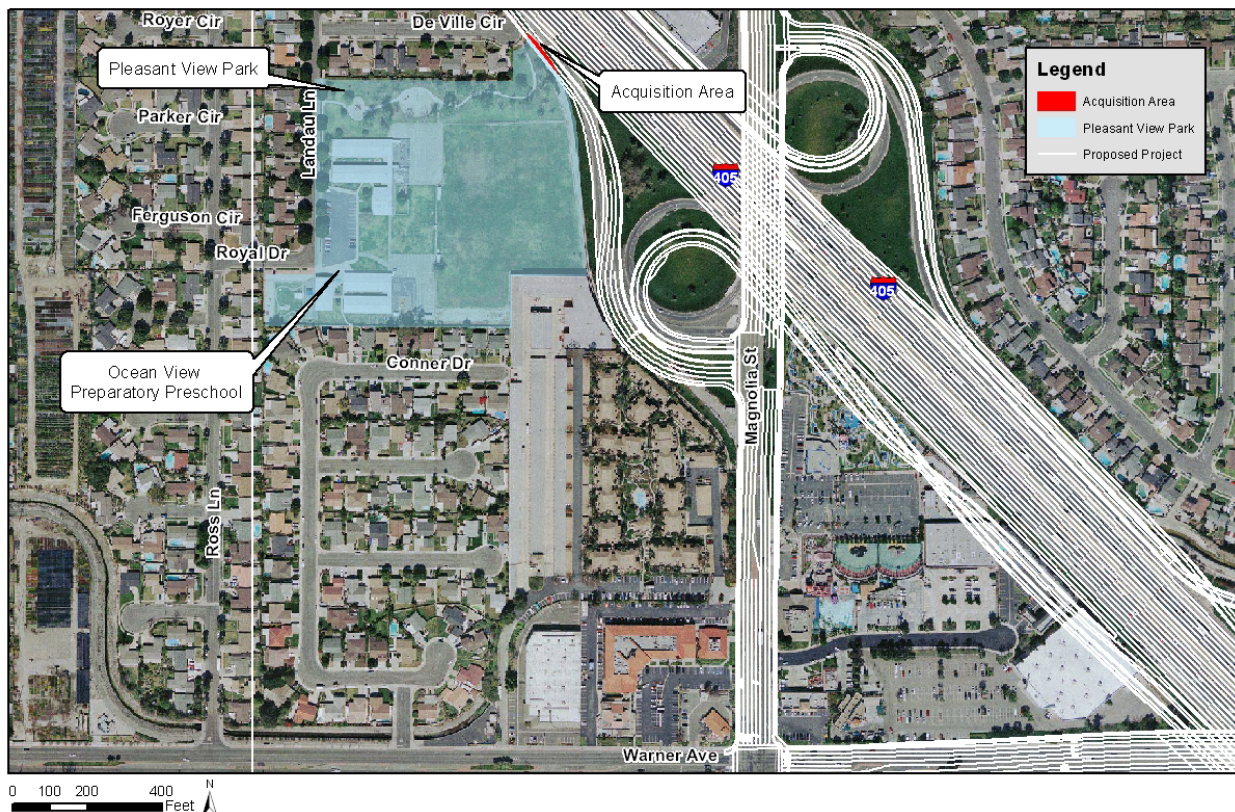


Figure 3.1.1-9: Location of Pleasant View Park and Acquisition

Alternative 3 (Preferred Alternative)

Impacts would be the same as described for Alternative 2.

Permanent Section 4(f) Use (see Appendix B)

Permanent Section 4(f) uses would be the same as described for Alternative 2.

Temporary Impacts

No Build Alternative

There would be no impacts to parks and recreational facilities because no construction would occur, keeping the parks and recreational facilities in their current conditions.

Alternative 1

Construction of the proposed improvements along the I-405 corridor would mostly occur within the existing State ROW. Measures NOI-2 and 3 are expected to minimize noise impacts to all Section 4(f) properties. For further information related to noise within the project area, refer to Section 3.2.7, Noise

Pleasant View Park: Construction of Alternative 1 would require an 800-square-ft temporary construction easement (TCE) within the northeastern portion of Pleasant View Park that is adjacent to the I-405 mainline to accommodate construction of a soundwall. Although the temporary construction staging area would reduce the overall park area, the affected area would not affect existing recreational activities of facilities within the park. Additionally, constraints near the northeast entrance may require temporary closure that would block access to nonmotorized vehicles and pedestrians; however, subsequent to construction, all access would be restored. Measure LU-3 would minimize construction-related impacts to Pleasant View Park.

Cascade Park: Construction of Alternative 1 would require a 3,500-square-ft TCE at Cascade Park to construct the new northern park fence. The proposed park fence is within an area consisting of landscaping that does not include recreational facilities or fields and would not preclude public use of this park and facilities. Measure LU-5 would minimize construction-related impacts to Cascade Park.

Buckingham Park: Temporary construction effects on Buckingham Park would occur within the western portion of the park that is adjacent to Edwards Street. Edwards Street is on an easement within the park; although temporary construction effects related to construction access would occur within the Edwards Street ROW, potential construction-related access restrictions are not

anticipated and would not affect public use of this park. Measure LU-4 would minimize construction-related impacts to Buckingham Park.

San Gabriel River Trail: Alternative 1 would have no effect on the San Gabriel River Trail.

Santa Ana River Trail: Alternative 1 would construct a new Euclid Street southbound I-405 on-ramp from Ellis Avenue that is anticipated to require an approximately 1,700-square-ft TCE over the Santa Ana River Trail. There would be a reduction to access for the trail system during construction; however, the trail would be accessible from at least one riverbank at all times during construction. The restriction of access would be temporary. Measure LU-6 would minimize construction-related impacts to the Santa Ana River Trail.

Temporary Section 4(f) Use (see Appendix B)

Pleasant View Park: None of the build alternatives would result in a temporary use of the northeastern portion of the park that is adjacent to the I-405 mainline. To construct a new soundwall in this area, an 800-square-ft TCE is anticipated, which may temporarily reduce the overall park area during construction, but it would not affect existing previously described recreational activities, features, and attributes in the park because this use would occur only where landscaping is located. Construction of the proposed project would not result in a temporary use of the park because recreational activities can continue throughout project construction. The proposed project would not result in a temporary use of the park under Section 4(f).

Cascade Park: As described above, the proposed project would include construction of a new northern park fence along the southbound on-ramp, which would require a 3,500-square-ft TCE in an area that consists of landscaping and does not include recreational facilities or fields. Because construction of the proposed project would not affect previously described recreational activities, features, or attributes of the park, the park would not be adversely affected. Construction of the proposed project would not interrupt recreational activities, and the land being used would be returned to a condition that is at least as good as that which existed prior to the project; therefore, there would be no temporary use of Cascade Park under Section 4(f).

Buckingham Park: As discussed above, the temporary use area is within the Edwards Street ROW and does not contain recreational facilities. Because previously described recreational activities, features, or attributes would be unaffected by construction of the proposed project, and the land being used would be returned to a condition that is at least as good as that which existed prior to the project, there would not be a temporary use of Buckingham Park under Section 4(f).

San Gabriel River Trail: Because the project design features in the area of the San Gabriel River consist of striping and signing and no new ramp or mainline construction, the build alternatives would not result in a temporary use of the San Gabriel River Trail under Section 4(f).

Santa Ana River Trail: As discussed above, the Santa Ana River Trail would likely need to be temporarily closed to use during construction, and construction of the new structure for the Euclid Street southbound I-405 on-ramp from Ellis Avenue is anticipated to require an approximately 1,700-square-ft TCE, resulting in a temporary loss of recreational use of the trail. By phasing construction of the on-ramp, one bank of the trail would remain open at all times. Because one of the trails would be closed temporarily during construction of the Euclid Street southbound I-405 on-ramp from Ellis Avenue, the proposed project would result in a temporary use of the trail under Section 4(f).

Alternative 2

Temporary construction impacts would be the same as described for Alternative 1 at Pleasant View Park, Buckingham Park, Cascade Park, and the Santa Ana and San Gabriel River Trails.

Temporary Section 4(f) Use (see Appendix B)

Temporary Section 4(f) uses for Pleasant View Park, Cascade Park, Buckingham Park, and the Santa Ana and San Gabriel River Trails would be the same as described under Alternative 1.

Alternative 3 (Preferred Alternative)

Impacts would be the same as described for Alternative 2.

Temporary Section 4(f) Use (see Appendix B)

Temporary Section 4(f) uses would be the same as described under Alternative 2.

Indirect Impacts

No Build Alternative

There would be no indirect or secondary impacts on parks and recreational facilities from implementation of the No Build Alternative.

Build Alternatives

The build alternatives are intended to improve traffic flow, ease congestion, and improve the traffic flow along I-405. They may also help reduce the current level of cut-through traffic within adjacent communities due to reduced freeway speeds and congestion. The build alternatives would have a beneficial effect on surrounding communities.

3.1.1.4.3 Avoidance, Minimization, and/or Mitigation Measures

There are several common measures to minimize potential impacts to Parks and Recreation/Section 4(f) properties discussed above. These common measures identified for compensation, noise, and visual resources are described below. Specific measures to minimize harm to Parks and Recreation/Section 4(f) properties, including compensation to municipalities for acquisition of parks, are provided below.

COM-13: Where acquisition and relocation are unavoidable, the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended), Title 49 CFR Part 24 and, where applicable, the California Public Park Preservation Act of 1971 will be followed.

Measures NOI-2 and 3 are expected to minimize noise impacts to all Section 4(f) properties. For further information related to noise within the project area, refer to Section 3.2.7, Noise.

To minimize harm to Section 4(f) properties, measures in Section 3.1.7, Visual/Aesthetics, VIS-1, 3, 5, 6, 7, and 17 will be implemented.

Specific measures to minimize harm for each Parks and Recreation/Section 4(f) property are described below:

- LU-3:** Pedestrian access shall be maintained via detour at Pleasant View Park at all times during construction of the project.
- LU-4:** Existing vegetation or landscaping at Buckingham Park that is damaged or removed during construction shall be replaced. Replacement plantings shall be consistent with any existing preserved vegetation. Replacement plantings shall be reviewed and approved by a Caltrans District 12 Landscape Architect.
- LU-5:** Existing vegetation or landscaping at Cascade Park that is damaged or removed during construction shall be replaced. Replacement plantings shall be consistent with any existing preserved vegetation. Replacement plantings shall be reviewed and approved by a Caltrans District 12 Landscape Architect.
- LU-6:** To avoid temporary closures of both riverbank trails of the Santa Ana River Trail, phased construction of the Euclid Street southbound I-405 on-ramp from Ellis Avenue shall provide access to at least one of the riverbank trails at all times during construction.

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